
I L Ship Structure Committee

Hearings Before the Committee on Merchant Marine and Fisheries, House of Representatives, Eighty-third Congress, Second Session, June 29 and 30, 1954
Fourth Progress Report of Project SR-137 to the Ship Structure Committee on Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation
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Catalogue of the Public Documents of the ... Congress and of All Departments of the Government of the United States for the Period from ... to ...
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Life-Cycle Performance, Management, and Optimization
Monthly Catalog of United States Government Publications
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Ship Structure Committee Publications
Correlation of Theoretical and Measured Hydrodynamic Pressures for the SL-7
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Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, Ninety-fifth Congress, First Session
Analysis and Assessment of Major Uncertainties Associated with Ship Hull Ultimate Failure
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Welding Research Council Bulletin Series

A Summary of Studies Conducted Prior to July 1952 and Related to the Field of Ship Structures
Analysis and Assessment of Major Uncertainties Associated with Ship Hull Ultimate Failure
Catalogue of the Public Documents of the ... Congress and of All Departments of the Government of the United States
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BRADSHAW JAYLIN

Hearings Before the Committee on Merchant Marine and Fisheries, House of Representatives, Eighty-third Congress, Second Session, June 29 and 30, 1954
Routledge

The Report provides comprehensive toughness criteria for welded ship hulls that can be used for steels of all strength levels. Because of the fact that stress concentrations are always present in large complex welded structures and therefore high stresses as well as discontinuities or flaws will be present in welded ship hulls, primary emphasis in the proposed fracture-control guidelines is placed on the use of steels with moderate levels of notch-toughness and on the use of properly designed crack arresters. In general, concepts of fracture mechanics are used to develop the material toughness level that is required for fail-safe operation of welded ship hulls.

Fourth Progress Report of Project SR-137 to the Ship Structure Committee on Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation Cleavage Fractures of Ship Plates, a Report of an Investigation

Conducted by the Engineering Experiment Station, University of Illinois, in Cooperation with the Ship Structure Committee, National Research Council. By Wilbur M. Wilson,... Robert A. Hechtman,... and Walter H. Bruckner,... Ship Structure Committee Publications Monthly Catalog of United States Government Publications Fourth Progress Report of Project SR-137 to the Ship Structure Committee on Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation Monthly Catalogue, United States Public Documents SSC. Ship Structure Committee Technical Reports. [bibliography]. Ship Structure Committee Publications Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation Fourth Progress Report of Project SR-137 to the Ship Structure Committee Departments of State, Justice, and Commerce, the Judiciary, and Related Agencies Appropriations for 1973 Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, Ninety-second Congress, Second Session Recommendations for the Interagency Ship Structure Committee's Fiscal 1987 Research Program Symposium on Fatigue Tests of Aircraft Structures Low-Cycle, Full-scale,

and Helicopters

The different uncertainties associated with ship longitudinal strength and external loading are reviewed when considering probabilistic analysis and design. The uncertainties are represented in the form of coefficients of variation, where that information can then be used in evaluation of the safety index and/or related quantities used for determination of structural failure probability. The emphasis is directed toward longitudinal strength, with the failure mode due to ultimate compression failure as the major consideration. Numerical values for coefficients of variation are found by data analysis and computation for different types of loads (wave-induced, springing, slamming, etc.) together with suggested means of determining the uncertainty for the combined loads acting on a ship. Methods for determining ship strength uncertainties are examined, with application to modern commercial ships illustrating the important prospective failure mechanisms and the limits of present mathematical models in predicting such failures. Proposed procedures for determining uncertainties for such ship structures by use of computationally efficient numerical computer programs are described. Keywords: Probabilistic design; Ship longitudinal strength; Load variability; and Hull girder failure.

Research Summary Elsevier

Fracture: An Advanced Treatise, Volume IV: Engineering Fracture Design presents the development and status of knowledge on sudden, catastrophic failure of structures due to unexpected brittle fracture of component materials. This book provides information pertinent to the engineering fracture design as well as the microscopic and macroscopic

fundamentals of fracture. Organized into eight chapters, this volume begins with an overview of the evaluation of fracture tests. This text then presents an analysis of temperature effects on fracture. Other chapters consider the fracture and carrying capacity of long, slender columns and related topics. This book discusses as well the problems in connection with columns, beams, and plates, and experimental evidence to support theories proposed for describing the strength and stiffness of these elements. The final chapter presents an analysis of the problem of brittle fracture in weldments. This book is a valuable resource for engineers, students, and research workers in industrial organizations, education and research institutions, and various government agencies.

Catalog of Books and Reports in the Bureau of Mines Technical Library, Pittsburgh, Pa Academic Press

Cleavage Fractures of Ship Plates, a Report of an Investigation Conducted by the Engineering Experiment Station, University of Illinois, in Cooperation with the Ship Structure Committee, National Research Council. By Wilbur M. Wilson,... Robert A. Hechtman,... and Walter H. Bruckner,... Ship Structure Committee Publications Monthly Catalog of United States Government Publications Fourth Progress Report of Project SR-137 to the Ship Structure Committee on Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation Monthly Catalogue, United States Public Documents SSC. Ship Structure Committee Technical Reports. [bibliography]. Ship Structure Committee Publications Studies of the Strain Distribution in Wide Plates During Brittle Fracture Propagation Fourth Progress Report of Project SR-137 to the Ship

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Our knowledge to model, design, analyse, maintain, manage and predict the life-cycle performance of infrastructure systems is continually growing. However, the complexity of these systems continues to increase and an integrated approach is necessary to understand the effect of technological, environmental, economic, social, and political interactions on the life-cycle performance of engineering infrastructure. In order to accomplish this, methods have to be developed to systematically analyse structure and infrastructure systems, and models have to be formulated for evaluating and comparing the risks and benefits

associated with various alternatives. Civil engineers must maximize the life-cycle benefits of these systems to serve the needs of our society by selecting the best balance of the safety, economy, resilience and sustainability requirements despite imperfect information and knowledge. Within the context of this book, the necessary concepts are introduced and illustrated with applications to civil and marine structures. This book is intended for an audience of researchers and practitioners world-wide with a background in civil and marine engineering, as well as people working in infrastructure maintenance, management, cost and optimization analysis. The chapters originally published as articles in *Structure and Infrastructure Engineering*.

Recommendations for the Interagency Ship Structure Committee's Fiscal 1987 Research Program

Includes entries for maps and atlases.

Plasticity

Plasticity documents the proceedings of the Second Symposium on Naval Structural Mechanics held at Brown University, Rhode Island, 5-7 April 1960. It was sponsored jointly by the Office of Naval Research of the U.S. Navy and Brown University. The symposium was devoted to plasticity. The intention was to provide critical reviews of recent developments in certain areas of plasticity of particular current interest and importance, and to supplement these with short accounts of related current research work. The papers presented at the symposium covered the following areas: atomic theory of plastic flow and fracture; stress-strain relations including thermoplasticity and creep; basic theory including stability and uniqueness; boundary value problems

including plates and shells; dynamic loading and plastic waves; and developments in design. Two talks were also held for the purpose of reviewing the present status of application of plasticity in design of naval vessels. The symposium was opened by Captain J. C. Myers on behalf of the Office of Naval Research and by Professor W. Prager on behalf of Brown University. Professor Prager closed the symposium by presenting a brief resume of the main accomplishments and trends in plasticity brought to light during the symposium.

WRC Bulletin

This report provides an introduction to the elements of fracture mechanics for bridge design. Fracture mechanics concepts are introduced and used as the basis for understanding fatigue and fracture in bridge structures. Various applications are cited.

Proceedings

This is a follow-on project to SSC-240, 'Load Criteria for Ship Structural Design', which proposed methods for the estimation and superposition of the primary loads and performed sample calculations for one conventional dry cargo ship. It involved the following bending moments: still-water due to weight and buoyancy; ships own wave train; quasi-static wave-induced, vertical and lateral combined; dynamic loads, including slamming, whipping and springings; and thermal effects. Here the service and full-scale stress data of three larger and/or faster ships (Containership SL-7, Bulk Carrier FOTINI-L and very large Crude Carrier UNIVERSE IRELAND) are examined for the purpose of the eventual development of hull-girder criteria. The examination is limited to extreme midship bending moment loads

which are related to the ultimate strength. An assessment is made of the compatibility between the service and stress data of the distinctly different study ships and the analysis methods of SSC-240 and their assumptions for cargo ship type. Considerable insight is obtained into the probable correct mathematical approximations of the loads and their interrelationships. It appears that still-water bending moments can be approached probabilistically, however, considerable additional information on experienced loading conditions must be gathered to determine the statistical distributions. Additional effort is required to determine the suitable probabilistic expression and a synthesis method for the contribution of vibration to the extreme load.

(Author).

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